

The Hongkong Telegraph

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REUTER'S TELEGRAMS.

THE "CLAN GORDON" CAPSIZES.

WHILST BOUND FOR CHINA.

New York, August 1.
The British steamer Clan Gordon, bound from New York for China, has capsized. All aboard were rescued by a steamer.

ATLANTIC FLIGHT OF THE FUTURE.

A COMPARISON OF ROUTES.

Lord Montagu writes in the Observer as follows:—It was a great feat, the crossing of the Atlantic by Captain Alcock and Lieutenant Brown, and it is hard to say to which of these two brave men the greater credit should be given. The pilot of course, is responsible for flying, but the navigator in this case carried on his shoulders a responsibility which has seldom before fallen to the lot of any navigator. In ocean voyages and in the modern steamer the revolutions of the propeller, the temperature of the water, and the soundings on approaching shores all help to check the dead reckoning. But in the flight across the Atlantic, except for two or three isolated observations from stars, the journey was accomplished by what is known as dead reckoning and it was a marvellous performance of Lieutenant Brown to have hit off the coast of Ireland within a few miles of the spot intended from a starting point 1,880 miles away.

THE TWO SYSTEMS.

To understand what flying across the Atlantic means it is first of all necessary to realise its meteorological, or weather, conditions. Meteorology and navigation are the two most important subjects for all those interested in practical aviation to study. Now, in the Atlantic between the coasts of Brazil and Greenland on the west, and the west coast of Africa and Scotland on the east—within this square—the conditions of weather are governed by two practically permanent conditions. There is a low pressure "trough" which exists in the neighbourhood of Iceland, and a high pressure area known to meteorology as an anti-cyclone, which prevails in the neighbourhood of the Azores. To take this very month of June, the average barometer in the low pressure system over Greenland and Iceland stands at 29.5, while the average pressure of the anti-cyclone in the neighbourhood of the Azores is 30.2, a difference of .7, or half an inch. In January, the average of the low pressure system is 29.5, while the average of the Azores anticyclone is 30.15, a difference of .65, or two-thirds of an inch. But these two areas always persist in a lesser or greater degree, and the circulation of the wind over the Atlantic between latitude 40, near the Arctic Circle, to latitude 20, near the Azores, is governed by these two systems.

PREVAILING WINDS.

Now to the ordinary reader these facts, though interesting, may mean but little. I will explain them. The circulation of the wind round an anti-cyclone, or high pressure, area is clockwise, and the reverse in a low pressure area. The result is that there is a permanent tendency in the North Atlantic for south-west winds between America and Europe. But there is also the tendency for easterly winds north of latitude 70, that is, on the northern side of the low pressure area, and on the southern side of the high pressure area.

easterly tendency. There are thus two tendencies or quasi-permanent streams of easterly wind (1) a far northern stream north of Iceland, and (2) a far southern stream south of the Azores, while between these two points there is (3) an almost constant westerly current, which, however, does not always come the whole way across the Atlantic, and, of course, varies in strength according to the difference of pressure between and proximity of the two normal "high" and "low" weather systems.

I presume my readers have now grasped the general weather conditions of the North Atlantic. In order to fly in a westerly direction from Europe to America it is advisable to go either for north, as is being proposed in the case of the new big British airship R34, starting from Scotland, or in the case of southern Europe the best route is by the Azores. But it is between latitude 45 and latitude 60 that easterly flights from America to Europe should be made. So much for the winds, their normal circulation, and their influence on cross-Atlantic flying.

Now let us examine for one moment another meteorological factor. The tendency to fog in the North Atlantic is a serious problem. This fog is caused in two ways, both by the passage of warm air from further south over the cold water of the Northern Atlantic, and also at times by the passage of cold air over the warm waters of the Gulf Stream. Fog is the aviator's worst foe, worse than contrary winds, though when these are really strong they are troublesome enough, especially to the navigator. This prevalence of fog in the North Atlantic, until we have our systems of directional wireless much more perfect than to-day, is a serious bar to maintaining any regular services by air. Some day when we have perfected directional wireless, flights over any area in the world where fogs prevail habitually will be less difficult. But now they are risky undertakings. In other words, flying over the Atlantic between latitudes 45 and latitude 60 except as a very brave act and as a feat of exceptional skill, is not a practical method of crossing the Atlantic to-day, even coming eastward.

THE SOUTHERN ROUTE.

We are driven, therefore, to consider once more the possibilities of the other two possible routes, the far northern route and the far southern route, and of these, there can be no doubt that in average weather the far southern route is the more promising. This is the route which the American naval seaplane followed, and it is the only route which is to-day a practical one. It is, of course, longer, being about 1,200 miles from Newfoundland to the Azores and about 1,300 from the Azores to the shores of this country, that is, if the route via Portugal be taken, or about 2,000 miles from continent to continent, and 2,500 from Newfoundland to England.

A MILLIONAIRE'S JOURNEY.

Now my readers will naturally ask me for what practical purposes Transatlantic services are likely to be started. My answer is that "mail" matter is undoubtedly the most important and the most highly-paying form of freight, whether airship or airplane be used. There may be occasionally millionaires who, on a moment's notice, will fly to Europe, but the bulk of the business will be in the carrying of mail.

THE S.S. HAUTOLO.

LOCAL VESSEL STILL OVERDUE.

Up to the time of going to press, no further news has been received of the s.s. Hauto, which is now about seven days overdue from Saigon. As we stated yesterday, everything possible has been done to get news of the whereabouts of the vessel, but there has hardly been time to receive replies from the sources which would be in a position to get information. The s.s. Hauto is a thoroughly seaworthy boat and is not likely to have been hampered by defective machinery being put out of gear in bad weather. It is assumed that the vessel struck the typhoon that caused so much trouble to the s.s. Pheumphen and may have taken an easterly course and found herself short of coal, in which event she will eventually be assisted by a passing steamer. On the other hand, the steamer may have put into a harbour on the coast to get wood fuel, but, at the same time, have no means of communication. The naval authorities have rendered all assistance possible and it is hoped that the Hauto will at length be able to get into communication with Hongkong.

Mauretania, and are willing to pay heavily for the saving of time. If so, I do not deny that to-day if a million are willing to take risks such a flight could be arranged. It would probably cost about £1 per mile, or, say, £2,500. I do not say that this is a prohibitive figure, for some men's time may be well worth this and more on certain occasions. But the time saved—ninety hours—works out at a rate of just over £27 per hour. The ordinary passenger will find passages by air neither cheap, comfortable, nor regular as yet, and it is no good denying that there is still considerable risk from unfavourable weather and possible structural and mechanical breakdowns.

MAILS AND PAPERS.

But mails of all kinds, and newspapers alike, at 2s. 6d. an ounce, will return 24,480 per ton, and there are plenty of types of machine which could to-day carry a ton between New York and the Azores and between the Azores and the coast of Portugal, and thence on to Great Britain. Lord Northcliffe has foreshadowed the possibility of newspapers published in London in the morning being delivered about twenty-four hours later in New York, and to benefits which might follow such communications of the written word between two peoples both anxious to understand each other, but now at times unable to do so. But there is another way of transmitting written or printed matter, namely by photography by reduction, followed by enlargement. The whole issue of the Times or the Observer, or any other paper could thus be sent over in photographic form and reproduced at the other end without the bulk of the newspaper having to be carried. And again there may be firms or persons who are willing to pay 5s. or even 10s. a copy for a particular newspaper emanating from either side delivered within, say, thirty hours. It is this branch or transport by air which, therefore, presents the best prospects at the moment. There is also the conveyance of important commercial letters up to, say, 5,000 words in length, which can be written on thin paper and with the envelope come under the weight of an ounce for 2s. 6d., instead of the use of cables costing hundreds of pounds. It is the cable companies, not the steamship companies, who have to fear rapid communication by air. While I consider that the routes of the east rather than the west of freight, whether airship or airplane be used, there may be occasionally millionaires who, on a moment's notice, will fly to Europe, but the bulk of the business will be in the carrying of mail.

GOOD, BROAD-GAUGED BUSINESS MEN.

AN AMERICAN'S EULOGY OF THE CHINESE.

A very interesting personage is present in Hongkong in Mr. Charles H. Teaff, manager for China for the Simmons Hardware Company of New York. Mr. Teaff is visiting Hongkong for twenty years and the difference between the Hongkong of 1919 and 1900 is, in his own words, "simply bewildering." "I notice," said he, "a distinct improvement in the general class of buildings and the general prosperity has struck me immensely. After seeing this metamorphosis I find it extremely interesting to recall to my mind's eye a picture of the Hongkong of 1900. Sites on the hills 20 years ago were practically nil. The distinct prosperity is most pleasing."

Mr. Charles Teaff, in speaking of his impressions in Hongkong, said: "The Chinese I have come in contact with are particularly nice to deal with. Personally, I like the Chinese buyers, and I have found them good, broad-gauged business men, almost without exception, and from my limited experience of the Cantonese, I may say that they are more progressive than the Northern Chinese merchants. They understand foreign business methods better and they are always more progressive. We have an illustration here in the Sun, Wing On, and Sincere Companies, although they also have branches in Shanghai. They do business in modern ways and are very successful. I met in Northern China a number of Cantonese merchants and without exception they are remarkable business men. My belief is that it is only a matter of a few years before large American manufacturers will establish certain units of their factories in different parts of China. We are looking to that end at the present time, and I may say also that we are getting data on the various costs of materials, fuel, transportation and labour, of course, being a very important factor in the manufacture of things in China. This is particularly so in regard to tools and cutlery. Of course, units of American manufacturers may be established two or three years hence, and I may tell you that one of the biggest U.S.A. plants is at present studying the problem. One of the Vice-Presidents of a very large manufacturing plant in the United States recently, at a dinner to Admiral Lee of the Chinese Navy, and General Chang, said that it would not be many years before his plant would be manufacturing in China for the Chinese and the surrounding markets."

Speaking about his firm's activities, Mr. Teaff said: "China is the last country in the world in which we have started to introduce our lines. We had until recently exported our goods to all parts of the world except China. The field in China is very extensive for American goods. Our lines are hardware, cutlery, tools, and machines. We are interested in general hardware. Messrs. Anderson, Meyer and Co. are our distributing agents for China and Siberia."

Mr. Cox, the manager of Messrs. Anderson, Meyer and Co., said: "We are extremely glad to have Mr. Teaff with us at the present time, and he is in an exceptionally strong position to place before the public a wonderful line of goods for the requirements of the hardware trade in Hongkong. Mr. Teaff's life has been entirely devoted to all hardware and metal lines, and this should be of great assistance to buyers as well as to us. We have at the present time a full line of samples which we have general public are particularly invited to inspect. We have also with us Mr. D. H. Wythe, a representative of the Sherwood Williams and Company, who are preparing to open a branch in Hongkong, and who are well known to the public as being the world's largest cutlery and hardware manufacturers."

FREE RICE CONGEES FUND.

\$32,000 RAISED BY TUNG WAH COMMITTEE.

A largely attended meeting was held at the Tung Wah Hospital last evening, of the past and present Directors of the Hospital Committee, members of the Advisory Board to the Tung Wah Chinese Justices of the Peace and members of the Po Leung Luk.

Mr. Ho Kwong, Chairman of the Tung Wah Committee, presided and explained that the meeting was called to consider the advisability of inaugurating a fund with which to continue the free distribution of rice congee which is meeting with so much appreciation at the various stations where congee is being distributed to the poor classes in Hongkong. It did not require many words from the speaker to commend the proposal to the influential gathering of Chinese gentlemen present, who, then and there, agreed that a fund such as the Chairman proposed should be started forthwith. Sir Robert Ho Tung headed the subscription list with a sum of \$10,000. Other subscribers were as follows:

Mr. Fung Ping Shan	\$1,500
Mr. Ho Wong	1,000
Mr. To See Tuen	1,000
Mr. Chin Chau Sam	1,000
Mr. Simon Tse Yan	1,000
Mr. Lam Hong Ping	1,000
Mr. Tsang Lu Ting	1,000
Mr. Lin Siu Cheuk	1,000
Mr. Li Yau Cheung	1,000
Mr. Lui Poo Sang	500
Mr. Yiu Shou Kwan	500
Mr. Li Ying Chi	500
Mr. Leung Pak Yue	500
Mr. Chan King Wan	500

Total \$32,000.

In all, an aggregate of over \$32,000 was subscribed at the meeting. It is expected that this amount will be considerably added to when firm-to-firm visits are made by the Committee with a view to enlisting the sympathy of the public in furtherance of the object for which the fund has been started.

ABSENT WITHOUT LEAVE.

SHIP'S ENGINEER IN TROUBLE.

R. J. Cameron, second engineer of the s.s. Kinshan, who was charged with desertion from the ship on July 28 and remanded to enable him to produce his witnesses was again before the Marine Magistrate, Captain Basil Taylor, this morning.

Mr. B. F. Mattingley, for the accused, said he was unable to bring forward Mr. W. S. Bailey as a witness, as he was absent from the Colony. Mr. Ramsay, of the same firm, could not be called, as he had known the accused for only a short time.

Captain Taylor wanted to know from Mr. Bailey if he had been told by the accused that he had persuaded Capt. Smith, of the Kinshan, to allow him to leave the ship. Mr. Mattingley stated that that was not the case. The accused was under the impression that he had permission from Capt. Smith to leave. He was not aware of the seriousness of his act.

J. L. Walsh, a marine officer, was called as a witness for the defence. He stated that the accused worked with him on the Maunsang, of which he was the master, and he had had no trouble with him.

Captain Smith was asked by the Magistrate if he had any objection to the accused being allowed to leave the ship. He replied that he had no objection.

TIRPITZ ON THE WAR.

SUBMARINE WAR NOT QUITE RUTHLESS ENOUGH.

Berlin, July 5.—During twenty days before and after Germany's signing of the Treaty of Peace, that is to say, when the Germans were confronted with the greatest crisis, I (Aschke correspondent) managed to secure interviews with some of the prominent figures in the old and new Germany, such as Admiral von Tirpitz, General Ludendorff, Mr. Noske, Mr. Erzberger and Count Reventlow, formerly President of the German Navy League. In the first place, I visited Admiral von Tirpitz, the founder of the German Navy and the chief advocate of ruthless submarine warfare. The Admiral received me at the porch, and personally ushered me into his reception room. He introduced me to his son, who participated in the battle of Jutland as a young German naval officer, and who was rescued by a British warship from drowning.

After making some observations on the war, the Admiral asked me the reason why Japan made common cause with Britain. Would it not have been more beneficial to Japan, the Admiral asked, for Germany to come off victorious, instead of the Allies?

To this question, I replied that Japan did not fight merely for gain. I also pointed out that Germany's attitude towards Japan in the past was not always sincere, and was sometimes positively hostile.

My remarks evidently impressed him greatly. In the tone of a man who is much moved, the Admiral continued:—

"As regards Germany's attitude during the Russo-Japanese War, she had no alternative but to assist Russia for commercial and economic reasons, when she deemed it necessary. But it is a mistake to think that the German Government rendered positive help to Russia. I can cite one fact which will eloquently repudiate the allegation that Germany gave positive assistance to Russia. On the occasion of the cruise of the Russian Baltic Squadron to the East, the Tsar asked the Kaiser to place some German officers on board the Russian warships. This request the Kaiser rejected out of his respect for Germany's neutrality towards Japan. I can testify to the correctness of this story, as I was the medium myself for arranging the negotiations on this head."

Referring to the unlimited submarine warfare, the Admiral remarked:—

"As Germany has been defeated in the war the Allies are at liberty to pass whatever judgement they please upon her doings during the war, but I must say that indiscriminate submarine warfare was a policy that was only adopted as a final resort. Supposing that Japan were placed in a similar predicament, I feel sure that she would have followed the same line of policy. The only difference will be that while Germany went about the task very clumsily Japan would not repeat such blunders. It may be indisputable that the submarine warfare was a ruthless step, but the Allied blockade of Germany was much more so, seeing that very many Germans died of hunger as the result of the policy pursued."

Turning his attention to international politics, the German Admiral observed:—

"It was a great pity that Germany was disarmed herself in November in reliance upon the promises given by President Wilson. Germany to-day is utterly helpless. As a result of four years' blockade, the nation is on the verge of starvation, and it will be so easy to strip it of its resources. The German people are suffering from the effects of the blockade."



MR. ROBERT SMILLIE.
Mr. Smillie is head of the British Coal Miners' Union and was a prominent figure in the recent sittings of the Coal Commission.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 3s. 7.15-16d.

The Weather.

Forecast:—Fair. Barometer—29.57. Temperature 2 p.m.—88. Humidity 2 p.m.—72.

TELEGRAMS.

[Reuter's Service to the "Telegraph."]

THE SILVER MARKET.

London, August 1.
Silver opened at 55½d. and closed at 55½d. There are small supplies.

ARMED ROBBERY CHARGE.

The trial of three Chinese, charged with armed robbery at No. 186, Reclamation Street, Yau-mat, on the 16th July proceeded at the Magistracy this afternoon. The accused were alleged to have taken part in the robbery with others not arrested, as a result of which a sum of \$230 and a watch and other property were stolen. Daggers were used by the robbers to perpetrate the outrage. The accused were arrested on July 24, and a watch identified as being the one stolen was found on one of them. The case is proceeding.

DAY BY DAY.

The s.s. Chihki arrived here yesterday from Hongay with a cargo of 664.

We have still a few copies of our special Peace Souvenir which can be purchased at 50 cents each.

The s.s. Kanchow arrived here to-day from Bangkok via Swatow with 18 saloon and steerage passengers and a general cargo.

The s.s. Chingtu arrived here to-day for Shanghai with seven saloon and steerage passengers and a general cargo.

We hear that the Emperor of Japan and the Mon-teagle are being commended in connection with the repatriation of troops from Vladivostok.

The s.s. Kamkan (formerly the s.s. American) was sold by auction at Mr. Lammer's rooms to-day for \$185,000. Mr. Chan Harr was the purchaser.

DON'T FORGET.

Don't forget to buy your special Peace Souvenir at 50 cents each. It is a unique collection of peace tokens from all over the world. It is a must for every peace lover. It is a beautiful reminder of the peace that we have won. It is a beautiful reminder of the peace that we have won. It is a beautiful reminder of the peace that we have won.

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HONGKONG, WEDNESDAY, AUGUST 6, 1919.

WORLD-WIDE DISCONTENT.

There has been one legacy left us by the war, not unexpectedly, but one which, none the less, we could have well done without. We refer to the social and industrial upheaval which is upsetting the United Kingdom and, for that matter, the whole world. The casual observer of the present trend of affairs is inclined to the view that the whole trouble is caused by unfair and unreasonable demands by the workers, but we shall need to go deeper than that if we wish to get at first causes. The fact of the matter is that everybody is discontented at present—capitalists, employers, wage-earners and everybody else. Besides the wages question, which affects both sides, we have such issues as nationalisation of industry, the incidence of taxation, the conditions and hours of labour, all clamouring for attention, with the result that there is no sphere of human activity which is not involved in one respect or the other. The transition from war to peace, accompanied as it is by the unbalancing of the labour market by the demobilisation of hundreds of thousands of men, is the prime reason for all the trouble, and the situation is aggravated because of the anxiety of everybody to get back to normal conditions without the least delay. There is a terrific strain on the nation's industrial and social machinery, and the question is whether or not it can stand the shock.

In looking at the troubled state of the Old Country at the moment, we are rather apt to lose sight of the fact that at present anarchical economic conditions exist almost everywhere throughout the civilised world. In this connection, a writer in one of the Home papers does well to point out that these conditions are as disturbing to Capital as to Labour, have as devastating effects upon the patience of the employer as upon that of the employed, and make ruin as possible in one case as starvation in the other. It is not this or that class, but the country itself which is in a critical position, and the case is thus one not for a sectional, but a national settlement. There must be no hurried, patched-up settlement; we have to work patiently through facts. In Canada, strike leaders have been arrested and deported, whilst America has begun restricting the further immigration of Europeans. But measures such as these will not bring down the cost of living or restore the old value of money, which are at the bottom of much of the unrest.

The question arises whether the whole basis of industrialism will not need to be changed before we can get any lasting settlement of the discontent which is being felt all over the world, to-day. Lord Robert Cecil, we see, has come out in favour of profit-sharing and other similar methods designed to give the worker a fairer share of his labour. A wide extension of such systems would no doubt materially help matters, but profit-sharing is not of much use when the profits are small or even non-existent. Who is to bear the burden then? The whole problem bristles with difficulties, and the more these are examined the greater do they appear to become. But one thing is certain, and that is that the issues need to be handled on broad, comprehensive lines. We cannot have particular measures designed to settle the case of the York, or the general miners' agitation. The whole problem needs to be handled on national lines, and there are constitutional means for the expression of the popular will. If such means are forsaken, the danger is that a class war will be waged between employer and employee, and the result will be a social and industrial upheaval of a kind which we could have well done without.

NOTES AND COMMENTS.

RICE MISAPPREHENSIONS.

There have been many misapprehensions current with regard to the Government's measures in dealing with the acute rice situation. Some of these were disposed of yesterday in the interview which we had with the head of one of the biggest Japanese firms here. This gentleman's remarks threw a deal of light on the actual position, and will remove the impression that the Government is discriminating, in the refusal of permits, in favour of the Japanese. There is discrimination, true, but the discrimination is based purely on the destination of the cereal. Japan is badly in need of rice. Of that, there is official evidence. And it is no part of the Hongkong Government's policy to interfere with the all-important transshipping trade of the Colony. That cannot be too strongly emphasised. In the criticisms of the Government perhaps all of us have been guilty of some haste. Some of us have failed to grasp the point that the Government scheme is not by any means in full swing at present, and that, in the circumstances, it could not very well be.

A BETTER OUTLOOK.

From what we can hear, such measures as have been taken have already alleviated the situation, and in this regard a tribute must be paid to the influential Chinese for the way in which they have rallied round the Government and done all in their power to help. It is said that, through the efforts of these gentlemen, we shall be able to get a quantity of cheap rice from Canton, and there are hopes also of more from Wuhu. Then there have been splendid crops in the New Territories, much of which is expected to come into Hongkong, whilst meantime the Government plans for procuring and mixing the grain into various grades are rapidly maturing. The free distribution of congee, the granting of allowances to Chinese employees, and the securing of low-price rice through the efforts of influential Chinese residents have all had a good effect on the situation, which is brighter to-day than it has been for a very considerable time. The next few months represent the most anxious period, but, the Government feels that it has the position well in hand and hopes to come out of it better than was at first expected. No good is done at the moment by destructive criticism. Let us give the Government a chance. Helpful suggestions are always welcome, and these, we are sure, will always be listened to by those who have a very difficult problem in hand.

THE PASS OFFICE.

There is a good deal of clamouring just now for the abolition of the Pass Office, which was instituted during the war for the purpose of keeping undesirable characters out of the Colony. It is generally agreed that the passport and police permit system causes very considerable inconvenience to residents of the Colony, and, as at present operated, it imposes harsh and unnecessary hardships on British subjects. The question, however, is whether it would be advisable to totally do away with the machinery at present. With Russia still in an unsettled condition, there are numbers of Bolsheviks and other undesirable "knocking about," besides which we have heard of instances in which Germans are already endeavouring to get back to the East. Now, Hongkong has no room for mischief-makers of these types, but, without some such organisation as the Pass Office, it would be extremely difficult, if not impossible, either to shut them out or keep track of them. For the time being, therefore, the situation might best be met by modifying the present arrangements in such a manner that reputable Britishers could be granted permanent passes. This would save all the trouble and petty-fogging formalities which at present have to be complied with by all and sundry and at the same time enable dangerous characters to be kept under surveillance.

30,000 TEACHERS WANTED.

An appeal is issued by the Board of Education for 30,000 masters and mistresses who will be needed in England and Wales when the Continuation Schools are fully opened. It is pointed out that the work will be easier than in other schools and is a very interesting and educational one. The Board of Education is anxious to secure the services of the best available teachers, and is offering a salary of £100 and £120 per annum, with a pension of £100 per annum.

DAY BY DAY.

THE GOOD BUSINESS MAN AND THE BUSINESS MAN WHO IS GOOD ARE NOT NECESSARILY SYNONYMOUS.

The A.S. Antiochus arrived here to-day from Singapore.

The A.S. Hyson departed to-day for Japan with a general cargo.

For having 39 taels of raw opium in his possession, a Chinese was to-day fined \$300, or, in default, three months' hard labour.

Mr. W. T. Elson, of Messrs Watson and Co., Ltd., and Mr. H. Summers, of the Godown Company, are due to arrive by the Aitsuta Maru on the 19th inst.

Garfield Sergeant Major Hurle, who has been for many years in Hongkong, is retiring on pension and leaving for Home to-morrow. He has been extremely popular during his term here and his many friends wish him long life and happiness in his retirement.

Three Chinese, who are brothers, arrived from Vancouver, were stopped here by the Police on their way to the country and to-day brought before Mr. R. E. Lindsell for being in possession of three Winchester rifles and 1,000 rounds of ammunition. The eldest brother took the blame on himself, pleaded ignorance of the regulations and through Mr. M. K. Lo, his lawyer, asked his Worship for leniency. He was fined \$500, his brothers being acquitted.

The "Prize Packets" are presenting a grand, new and well-prepared farewell bill at the Victoria to-night and, this afternoon, they are giving, by special request, a matinee performance. On Monday night over two hundred persons could not secure admission; and in all likelihood the seating capacity of the Theatre is likely to be taxed to-night. To-morrow at the matinee the Victoria are screening "The Vicar of Wakefield."

The following cases were notified last week:—Five of cerebro-spinal fever (Chinese), five of enteric (one British, one Portuguese and the rest Chinese), two of plague (one British and one Chinese), one of cholera (Chinese) and one of diphtheria (Portuguese). All were fatal except the last-named and four cases of enteric. Yesterday's return shows two, cases of cholera, and one each of plague, purpurial fever and cerebro-spinal fever. All these were Chinese and all fatal.

Several fishmongers and other dealers from the Central Market were to-day charged by Inspector Eamer with using scales which operated against their customers. On fishmonger bolted with his scales when he saw the Inspector making for him, while another, in deadly terror of incurring the Magisterial displeasure, put up a fight to face his Worship. However, such a stratagem as this was of no avail. Inspector Eamer promptly spotted the dodge and informed the Magistrate. The monger was at length obliged to come out from his funk-hole in the Court, and, despite various specious excuses, was fined \$75 on two offences. The fines for the other profiteers ranged from \$15 to \$25.

LAX MARRIAGE VIEWS.

"People have come to take a very lax view of the marriage relationship," said Mr. Justice Darling at Maidstone Assizes recently. "It is the easiest thing in the world to get divorced in these days," added the judge. "Some hundreds of people were divorced in London on the day before I came to Maidstone Assizes. There is a movement, which no doubt will be successful, to allow people to get divorces in the county courts on very cheap and easy terms. At present people do not even take the trouble to apply to the courts. At these Assizes I have had 18 cases of bigamy before me. The marriage contract is in fact the most sacred and important agreement that a man can make, and it is a pity that it is so easily broken."

MODERN MODES.



A NOVEL GOWN WORN AT THE RACES.

LATEST DEVELOPMENTS OF AIRY FASHION: PAINTED SKIRTS.

BRIEF AND LIGHT.

This year the material which seems more popular than ever is cotton voile. Never has it been made into shorter, lighter, more transparent gowns. As the season's favourite trimming is fringe, cotton veiling made in the most exquisite tints is trimmed with short or long cotton fringe to match or of a contrasting shade.

One very delightful gown I saw recently was of lemon yellow voile, trimmed with rows of narrow white cotton fringe—of the simple kind used so largely to edge casement blinds. The gown was composed of a tunic, with a straight narrow underdress of the same material, made with the shortest of skirts, cut low on the bust, threaded through with narrow white satin ribbons, and supported by narrow transparent shoulder-straps.

The tunic which went over this slip was of the same yellow voile, and had its bottom hem edged with three or four rows of fringe. The short sleeves of the tunic, which reached mid-way between the elbow and the shoulder, were edged in the same way, and around the waist—very low down, almost on the hips, for such is the fashion in sashes for the moment—was a narrow folded edge of the voile. Could there be a simpler model? Yet it was extremely smart. A detail not to be neglected was the white picot-edging of the shoulder-straps and sash, thus avoiding the thickness of a non-transparent hem.

ACHIEVING THE SLIM PROFILE.

Another cotton voile was of brilliant turquoise blue. It was cut exactly like a kimono blouse, but went right down to above the ankles of the wearer. There were no sleeves, the arms appearing half veiled through the side drapery of the corsage, which was drawn up and flared over the waist-line at the sides. This was accomplished by a mere length of elastic about half an inch wide, which was drawn through a false hem around the waist, allowing the skirt to fall fully gathered at the sides. For all fullness now of skirts or of sleeves must be at the sides of the gown—neither in the back or front. The skirt is to give the silhouette. Various kind of silhouettes in profile. Over the elastic around the waist was fitted a narrow, stiff, and a double row of elastic, which was drawn out of a small opening at the back of the skirt.

ask. It was precisely the trimming which was so novel and original. Half-way up the skirt was a painted design in tones of blue in a deeper shade, painted according to the new process discovered by Suzanne Bertillon, a young pupil of the National Beaux-Arts College, who of course holds her secret. The design was a pure antique of conventionalised lilies. It encircled the skirt at about the height of the knees in a band about twelve inches wide. The two side seams from the shoulders to the lower hem of the skirt were printed over in design of conventionalised pointed lily leaves, and around the decollete was another narrower band of lilies and leaves. The dress could confront the tub fearlessly, for the painted design is guaranteed to be indelible.

The same gown had been executed for another lady in tones of buttercup yellow, with printed design in a warm shade of gold.

These printed and painted adornments are executed after the dress has been cut out and tried on, but before it is sewn together. And the simpler the style of the dress the better the classical effect. Many such gowns are seen this summer, for they are as practical as they are charming.

FOULARD—AND CO.

For rather more ceremonious occasions voile is replaced by foulard, which is a great favourite at all the big couturieres. But although there are many models of gowns entirely made of foulard, the smartest are those that are composed of foulard and another material. Thus, the model offered this season by Martial and Armand, of white foulard, patterned over with a large design in dark blue made up of a combination with dark blue piping, is a great favourite. The one in seeing it repeated everywhere in other colours, though none are so fetching as those of the original model. The top part of the gown is, of course, formed of the foulard—short sleeves, low neck, low waist-line. The lower part of the gown is formed of the piping, which exactly matches the blue design on the foulard. The piping is of this fine quality, the material in black silk, and the piping is of a very fine design of the foulard, which is a double row of elastic, which was drawn out of a small opening at the back of the skirt.

What will be the result of the action? The answer is, of course, that the sale of a certain number of facsimiles to private persons will be like Horace Walpole with the death warrant of Charles I. might hang it on their walls with the inscription Major Charles. But the headquarters of the League of Nations would probably put in a claim for the original document.

The decision of the French Government to preserve in their present condition selected sites along the Western front, and to prohibit any alteration will be welcomed by many who feared that the disappearing and mercenary hands of the café proprietors, the souvenir sellers, the restaurateurs and the hotel keepers would obliterate historic spots in their efforts to provide attractions for the coming throngs of tourists. Among the places already decided upon are the forts of Verdun, the trenches of Soissons, the underground masses at Mouquet Farm, the ruins of Bapaume, and the mangled remains of Pozieres.

Mr. Kellaway's tribute to the chemists who risked their lives in the laboratory for the perfection of war inventions reminds one of the little known, but largely used, anti-gas fan invented by the widow of the late Professor Ayrton. Mrs. Ayrton is giving a demonstration before the Royal Society of the scientific principles underlying this invention. Her assistant, a science master in Cork, incurred a severe gassing, the effects of which he felt for many months, in teaching the troops the use of this weapon of defence, which, when first introduced to the War Office, was turned down as "not a military proposition."

The destruction by fire of the Bowling Green Farm, near Haddon Hall, has once more excited much discussion of the legend of Dorothy Vernon and of her elopement with John Manners. It is pointed out that the existence of a receipted invoice proving that the renowned steps at least were not constructed at the time disposed of so much of the old story. It is stated in reply that this is merely an evasion of the main issue, and with bitterness at the obvious association of Haddon and invoices the old question is hazarded anew: Why is there no record of the marriage having been respectfully celebrated at Haddon, as in the case of the elder sister and the Earl of Stanley? Vainly it is contended again that there is no record of the marriage anywhere. There does not exist one threadbare shred of evidence to support either side. All contention is famous, but the truth is buried in the past. But Haddon remains and around the superb, time-worn old pile, so beautiful and silent a witness of an England that is no more, we many happily weave what dreams we will.

"Why am I like Homer?" asked Bishop Stubbs (father of the Governor-designate of Hongkong) when he was moved from Chester to Oxford; and when the grave Archdeacon to whom the question was put professed his inability to answer, Stubbs explained: "Because I lose so much by being translated." On this analogy Mr. Lloyd George's method of filling empty seats by "translation" may not be altogether popular in the Church, but Chester gains certainly by the acquisition of the "Suffern" Bishop of Stepney, for he is not the least remarkable member of a remarkable family. It may not be certain whence came the impetus which has carried the descendants of the worthy citizen of Yarmouth—mayor of that ancient borough just a century ago—to such eminence. But his grandsons were Sir George Paget, K.C.B., M.B., and Sir James Paget, whose work was law in the medical circles of London in the Mid-Victorian era. He was much more than a successful doctor; a clubbable man, a good talker, and an after-dinner speaker. Sir James married into a Court connection, and had four sons. The first was an amateur naturalist, Sir Cecil, and the second, Lord Dunsany, the second Viscount Dunsany, who was a very successful writer of fantasy stories. The third son, Lord Dunsany, was a very successful writer of fantasy stories. The fourth son, Lord Dunsany, was a very successful writer of fantasy stories.

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SHIPPING NEWS.

MODEL MAKING.

Mr. L. F. Radd, of Upper

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with a model of H.M.S. Princess

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recently second officer on one of

Messrs. Ellerman and Bucknall's

steamers, but was invalided out

with malaria fever. The model

was made in his spare time, and

the tools used were penknife,

fretsaw, rasp, drill and hammer.

The competition, prizes being

given to the amount of £170, was

inaugurated by Messrs. Thos.

Parrons and Sons, and the judges

were Sir Robert Hadfield and Sir

Wilfred Stokes.

ALIENS ON SHIPS.

The Chamber of Shipping is

now giving some attention to the

new Aliens Bill and its effect on

shipmasters and shipowners. The

carrying of aliens to the United

Kingdom formed an important

factor in the business of

certain passenger lines before the

war, and the restrictions now

were by no means too severe.

The new bill tends to tighten

these restrictions, and also to

increase the penalties on of-

fenders. It is first and foremost

on behalf of the shipmaster that

the Chamber is holding a special

meeting shortly to go into the

matter carefully. If undesirable

aliens are brought to this country

heavy responsibilities rest on the

captain of the ship. While it is

quite right that our alien laws

might be revised to the benefit

of this country, the putting of in-

creased responsibilities on the

captain will be resolutely opposed

by the shipping community.

Other authorities than he should

exercise the power to grant per-

mission to embark at foreign

ports, and that permission having

been given, the responsibility for

what happens after should rest

with those same authorities.—

Journal of Commerce.

LOYD'S REGISTER OF SHIPPING.

At a special meeting of the

general committee of Lloyd's

Register, Sir Thomas L. Devitt,

Bart., was re-elected chairman of

the committee for the ensuing

year. Sir John H. Luscombe was

elected deputy-chairman and

treasurer, and [Sir Thomas J.

Storey, K.B.E., was re-elected

chairman of the sub-committee

of classification. Sir Thomas

Devitt was first elected the chair-

man of the committee in October,

1909, and will thus have occupied

this important position for 10

years in October next. Upon the

retirement of Sir Edward Cooper

from the office of deputy-chair-

man and treasurer, the

committee passed a resolution

recording their sense of the great

ability and unremitting care and

attention which he has devoted

to the affairs of Lloyd's Register

during his tenure for the past two

years of the office of deputy-chair-

man and treasurer. Sir John

Luscombe, whereas already

stated, was elected deputy-chair-

man and treasurer for the ensuing

year, held the same office from

1904 to 1906. At the same meet-

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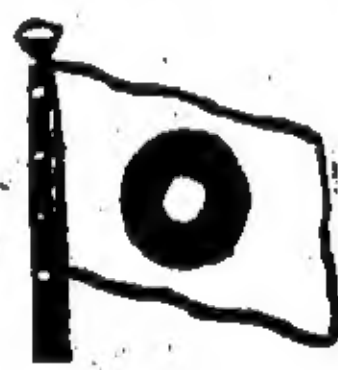
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Shanghai, Kobe and Yokohama	Iyo M.	N. Y. K.	6. Aug.
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Shanghai	Choyasang	J. M. Co.	9. Aug.
Shanghai	Tean	B. & S.	10. Aug.
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Bombay and Colombo	Totomi M.	N. Y. K.	10. Aug.
Japan	Tijilwook	J. C. J. L.	11. Aug.
Shanghai and Tientsin	Chenan	B. & S.	12. Aug.
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Takao via Swatow and Amoy	Soshu M.	O. S. K.	14. Aug.
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Manila	Yunsaang	J. M. Co.	15. Aug.
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Straits and Calcutta	Jiklatap	J. C. J. L.	18. Aug.
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Consignees per Co.'s Steamer

"HYSON"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from 11 a.m. on and after 5th Aug.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th Aug. or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 2nd August, 1919.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"AGAPENOR"

are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 5th Aug.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 2nd August, 1919.

MOVEMENTS OF STEAMERS.

The T. K. K. s.s. TENYO M. arrived at Yokohama July 28th, and sails August 2nd for Honolulu and San Francisco, as per schedule.

The Admiral Line s.s. KODRIDGE (Seattle Line) sailed from Kobe August 1st, and is due at Hongkong August 14th, via Moji and Shanghai.

The Admiral Line s.s. WEST MUNHAM (Portland Line) sailed from Shanghai July 29th, for Portland via Nagasaki, Kobe and Yokohama.

The Admiral Line s.s. WESTERN KNIGHT (Seattle Line) sailed from Shanghai July 28th, and is due at Hongkong about August 12th, via Manila.

The Admiral Line s.s. ED-MORE (Seattle Line) sailed from Seattle July 16th, and is due at Hongkong about August 25th, via Yokohama and Kobe.

The N. Y. K. s.s. IYO MARU (European Line) left Singapore for this port on the 31st July, and is expected here on the 6th Aug.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port via Australian ports and Manila on the 1st August, and is expected here on the 22nd August.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 31st July, and is expected here on the 20th August.

The N. Y. K. s.s. KITANO M. (European Line) left Shanghai for this port on the 5th August, and is expected here on the 8th August.

The R. M. S. MONTEAGLE arrived at Shanghai, on 3rd Aug. leaves there 6th Aug. and is due at Hongkong on 9th Aug.

The P. & O. s.s. ARRATOON APCAR left Singapore for this port on the 3rd instant, and is due here on the 8th instant about afternoon.

WATER RETURN.

Level and Storage of water in Reservoirs on July 1, 1919

CITY AND HILL DISTRICT WATER WORKS LEVEL.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Consumption of water in the City and Hill Districts during the month of June

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NOTICE

REMEMBER
TEL. No. 977
FOR

MERCURY GARAGE

THE MOST
MODERN
CARS IN
TOWN.

LAWN TENNIS.

SECOND DAY AT
WIMBLEDON.

It was not Wimbledon weather on the second day of the competitions, but grey and cold, with occasional splashes of sunshine. The courts, too, are on the slow side though the surface is otherwise perfect. Good play was seen. The American W. Davis, is of the modern service-and-volley school. His service is good and, as so often now-a-days, is after the style of Patterson. His cross-volleys are deep, and strong, generally winners.

He led P. M. Davison one set to love and five games to four. Davison equalised at five all, and, driving well, led 6-5, winning 7-5, one set all. Davison took the fourth by superior volleying. The fifth brought out some driving as well as cut strokes, and Davis's service was often unplayable. He was ranked eighth in the American list of ten in 1916.

Another American, C. Griffin, ranked sixth in 1916, beat J. B. Ward very easily. Ward, also in the first ten, won his match. The Frenchman, W. H. Laurent, was serving as well as ever and seems stronger all round, except for want of practice. He is a tall, well-built athlete of the type of Robert Williams and Wilding. Against Kingscote he led 5-2, but was careless, and lost the next five games and the set. Kingscote was steady and lobbed ludicrously. In the second set his pacing was very good. He led 1-2 and 5-3, winning at 6-3 after a close fight. In the third set Laurentz was beaten to 6-1. This was a good performance on the part of Kingscote, who showed both strokes and generalship.

The match Patterson v. Roper Barrett evoked great interest. The Australian had won easily at Surbiton. Barrett went off with cleverly-placed strokes in his best manner, and took four games. Then Patterson began to use his brains, and won three games by service and volley. There was a struggle for the rest of the set. Patterson, playing carefully, went to 5-4. The next was a great game, Barrett at his best. The Englishman equalised at five all, but Patterson got into his strongest game, winning at 7-5. He won the second set comfortably. In the third Barrett did well enough to reach five all. Patterson had the superiority in mobility. Barrett's clever shots were often splendid, but he had not the necessary control of the court and the game which goes with running capacity.

The South African, Captain C. H. Dodd, was playing well, beating R. Turnbull with the loss of only five games. The slow court perhaps suited him. Fisher volleying finely, had no difficulty in beating E. D. Black, who as yet is unable to recover his once first-class form.

Mlle. Lenglen made her much looked for first appearance at Wimbledon. Her play is technically almost perfect, but her backhand stroke is confined to a slightly cut movement which is very well for the side line but not for cross driving, in which the ball must be covered. Her footwork is excellent, which implies also court-craft and timing. Her service is as all her play—not of the conventional lady's style, but of the most modern athletic, like that of Patterson.

Her volleying also is superior to that of any lady player in modern school. Like a perfect dancer, all her movements are rhythmic and in time with the flight of the ball. There are no dead points in her play. Mrs.

GOLF.

*MIXED FOURSOMES.

The Royal Hongkong Golf Club held a mixed foursome competition at the Deep Water Bay course on 2nd, 3rd, and 4th August, of which the following was the result—

Mr. and Mrs. H. Hancock 88—5=83.
Miss A. Gordon and Mr. Leith 93—6=87.
Mr. and Mrs. Maitland 92—4=88.
Miss Moxon and Capt. Murray 98—10=88.
Mr. and Mrs. H. Humphreys 96—7=89.
Mr. and Mrs. N. L. Smith 94—4=90.
Mr. and Mrs. Moxon 96—5=91.
Com. and Mrs. Kilgour 100—9=91.
Capt. and Mrs. Gray 97—7=90.

SPORTING ITEMS.

America beat Canada at baseball in the Paris military games by 5-0.

In a boxing contest at Paris recently Balzac beat Badoud, on points.

In a polo match at Hurlingham the Northamptonshire Yeomanry defeated Hurlingham by eight goals to five. Ranelagh defeated the Foxhangers by 9-3.

In a perfectly friendly contest between George Clark, Bermondsey, and Mike Blake Nottingham, at the Blackfriars Ring, the former toyed his way through to a victory on points.

Walter Brickett, the British Olympic swimming coach, and an athlete of 53, is shortly to attempt a one mile walk, one mile over hurdles, one mile run, three miles cycling, one mile swimming, and one mile swim, the whole to be done within 60 minutes.

The first round of the Stage Golfing Society's Tournament for the Inter-Theatre Shield was completed at Huntercombe in June when the Playhouse beat the Winter Garden by 3 matches to nil. Charles Hawtreys (12) beat Leslie Henson (18), 8 and 6.

Arnand Massy, during a round on the St. Andrews golf links recently, killed a jackdaw with an iron shot.

Digger Evans, the Australian, beat Asher, the American Army bantam champion, in a 10-round contest at the Paris military games.

W. G. East, King's Bargemaster and professional coach to the Cambridge crew, has been decorated with the Medal of the Royal Victorian Order.

Articles were signed for a 20-round contest between Charley Lane, late of the 15th Hussars, and Louis de Ponthien, French feather-weight champion, to take place in Paris on July 14.

Brigadier-General R. J. Kentish, C.M.G., D.S.O., announces that he has resumed the duties of hon. secretary Army Football Association.

Cobb scored only one game against her.

It is interesting to notice how strenuously most of the eliminations are being played. This shows a praiseworthy toughness on the part of the inferior players, and does more than anything towards progress both for players and for the game.

CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE AND STRAITS.

THE Company's Steamship
"IYO MARU"

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 13th August, 1919, will be subject to rent.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, 6th August, 1919.

CHILD-TORTURE IN THE
LAW COURTS.

WOMEN DEMAND SEATS
ON BENCH.

"I have heard a little girl of eight cross-examined in court for an hour and 30 minutes. . . . The combined ages of seven magistrates trying a case in which a girl was involved came to over 500 years."

Mrs. Arthur Hutchinson, who made the above statement at the annual meeting of the National Council of Women of Great Britain and Ireland at Leicester, declared that women should interpose in cases like that.

Women could understand the psychology of the child-mind in a way many of these middle-aged and elderly magistrates could not. They wanted youth on the Bench.

Various masculine conventions about women did considerable harm in police-courts. It ought not to be possible for second and third rate solicitors and barristers to make use of the exploded conventions that women cared for nothing else but clothes, that she could never be trusted to speak the truth about her age, and that she was very changeable.

They wanted a feminine atmosphere in the courts. They wanted a maternal spirit for the benefit of the children. A satisfactory court for children, had yet to be evolved.

A resolution was passed calling on the Government for immediate legislation permitting the wives of men qualified to sit on juries, and women so qualified in their own right, to serve on grand, special and common juries. There was a further demand that women, if otherwise qualified, should be made eligible to act as justices of the peace.

Lady Emmott said women need have no fear of sitting on the bench on the score of lack of legal training, as very few of the men possessed it.

Discussing some resolutions for the better treatment of child delinquents, Mrs. Field said they had to deal with the psychological fact that, to some children, there was glory in appearing at a police court.

One child she knew cherished for years the hope of being able to defend herself in court before grown-up people. (Laughter.) The child was eventually cured by being brought up for riding a bicycle without a light.

A resolution calling on the Government to redeem its election pledges by passing into law the Barristers' and Solicitors' (Qualification of Women) Bill, was also carried.

NOTICE.

HONGKONG TRAMWAY
CO., LTD.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of NINE PENCE per Share on account of the year 1919 has been declared.

The DIVIDEND will be payable on and after MONDAY, the 25th day of August 1919 to Shareholders on the Register on MONDAY, the 11th day of August 1919 and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/6 per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, 28th July 1919.

NOTICE.

DANCING taught at pupils' residence. Persons desiring to learn dancing for this coming season should apply. Box 216 c/o "Hongkong Telegraph."

NOTICE.

NOTICE—We have this day established ourselves, as Freight, Share and General Brokers.

YVANOVICH & CO.
3, Queen's Building
2nd Floor

Tel. 2175.

NOTICE.

A. S. WATSON & CO. LTD.

Owing to the greatly increased price of sugar, the price of all our SWEET waters will be advanced five cents per dozen, as from this date, until further notice.

A. S. WATSON & CO. LTD.
Hongkong, 1st August, 1919.

NOTICE TO CONSIGNEES.

OCEAN-STEAMSHIP CO., LIMITED.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co.'s Steamer "AUTILO HUS."

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 6th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 6th August, 1919.

WYNAND FOCKINK'S

"MARASCHINO"

FAMOUS LIQUEUR.

Obtainable from A. S. Watson, Co., Ltd. and the Leading Wine Merchants

Sole distributors for China HOLLAND PACIFIC TRADING CO.

NOTICE.

THE INDO-CHINA STEAM
NAVIGATION CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of the Indo-China Steam Navigation Company Limited will be held at the office of Messrs. Jardine, Matheson & Co., Ltd., No. 6 Pedder Street, Victoria Hongkong, on Wednesday the 20th day of August 1919 at 11.30 o'clock in the forenoon when the subjoined resolution will be proposed as an Extraordinary Resolution viz—

That the Articles of Association of the Company be altered, as follows—

(1) By inserting in Article 31 after the words "upon all the shares" in the second line thereof the words "other than fully paid shares."

(2) By adding at the end of Article 88 the following words "but any director so appointed shall hold office only until the next following Ordinary General Meeting of the Company, and shall then be eligible for re-election."

(3) By adding the following new Article to be numbered 99a viz—
"The Company may by a Special Resolution remove any Director before the expiration of his period of office."

(4) By striking out the word "forfeited" in the second line of Article 135 and inserting in place of such word the word "utilized" and by omitting the full stop at the end of such Article and by adding at the end of such Article the words "until claimed."

(5) By inserting in Article 141 after the word "served" in the sixth line thereof the following words "and two copies of each of these documents shall at the same time be forwarded to the Secretary of the Share and Loan Department, The Stock Exchange, London."

Should the above resolution be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting and such meeting will be held on Wednesday the 10th day of September 1919, at the same time and place for the purpose of considering and, if thought fit, confirming such resolution as a Special Resolution accordingly.

By Order of the Directors,
JARDINE, MATHESON
& CO. LIMITED,
General Managers.
Hongkong, 1st August, 1919.

NOTICE.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.

HONGKONG STATION.

Cable communication between SHANGHAI & NAGASAKI is restored.

Until accumulated traffic has been cleared, telegrams to Japan will be subject to considerable delay.

T. KRING,
Superintendent.
Hongkong, 5th August, 1919.

UNIVERSAL IMPORT & EXPORT CO.,
GENERAL COMMISSION AGENTS.

(Hotel Mansions, Rooms Nos 25, 26 & 27.)

P.O. BOX 348.
Telegraphic Address:
"UNIMPEXCOY-HONGKONG"
"MONTREAL-PARIS, FRANCE."
Head Office—BEAUMONT & CO., 17, Rue Richer, PARIS, France.
Branches in France—LYONS, BORDEAUX, MARSEILLES
Also in French India-China, Canada, Central and South America.
Codes Used—A. B. C. 5th Edition. A. Z. French Edition.

PUBLIC AUCTION.

A Valuable Collection of Antique China and Curios.

(Just Arrived from the North)

The Undersigned has received instructions from Mr. Lah Ven Kee to sell by Public Auction on

Thursday and Friday the 7th and 8th August, 1919.

Commencing each day at 2 30 p.m.

at his Sales Rooms, Duddell Street

A Valuable Collection of Antique China and Curios from the Sung to Tchow Dynasty comprising—

5-coloured, 3 coloured, blue and white vases, plates, bowls, flower pots, incense burners, figures, porcelains plaques, red lacquered vases and ornaments, very fine Pekin enamelled plate (European design), famille rose screens, 5-coloured lacquered screens, snuff bottles, agate, crystal and jade ornaments, bronzes, etc. etc.

Also

A few pieces of Soochow/redwood comprising tables, inlaid with blue and white panels (Yung Ching), curios cabinets and stands N. B. The undersigned will give a 2-weeks guarantee as to the genuineness of the articles offered.

On View from Tuesday, the 5th inst.

Catalogue will be issued.
Terms: Cash on delivery.

Geo. P. LAMMERT
Auctioneer.

NOTICE.

SHELL TRANSPORT AND
TRADING CO. LTD.

NOTICE—We have been requested by the above Company to announce that new shares will be issued at par to shareholders on the 15th June, 1919, in the proportion of ONE new share for every TWO old shares, fractions being disregarded.

Holders of "BEARER" Warrants should deposit their holdings not later than the 9th August, 1919, accompanied by payment of the equivalent of £1 Sterling for each new share claimed, with their Bankers who will stamp the warrants on the face thereof with the words "RIGHTS CLAIMED 1919."

Registered shareholders should pay to their Bankers the equivalent of £1 Sterling for each new share claimed, not later than the 9th August, 1919.

For the Hongkong & Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.
Hongkong, 24th July, 1919.

THE INDUSTRIAL AND
COMMERCIAL BANK,
LIMITED.

Head Office: 4, Des Voeux Road, Old Bankow Branch: 1st Floor, Building, Now is the Time to Start Your Account SAVING OR CURRENT.
Your own Account of Resources enables you to secure the FREEDOM OF ACTION SELF-RESPECT, SAFETY, and SECURITY.
Inquire on our SPECIAL SERVICE will be welcome.
J. H. BRANKIN,
Manager.
Hongkong, 1st August, 1919.

WISEMAN'S

HOME MADE
CHOCOLATES

\$1.80 PER LB.

FRESH FROM OUR FACTORY

EVERY MORNING.

PEEK FREANS
BISCUITS

A FRESH STOCK RECENTLY
ARRIVED.

WISEMAN'S
LIMITED.

St. John's Cathedral

Organ Recital

ON

Monday, August 11th

at 7.15 p.m.

NOTICES.



EMBASSY CIGARETTES ARE
UNQUESTIONABLY THE
FINEST VIRGINIAN CIGAR-
ETTES MANUFACTURED.

A SHIPMENT OF THIS WELL-KNOWN
BRAND PACKED IN CONVENIENT AIR-TIGHT
TINS OF 25 CIGARETTES HAS JUST ARRIVED.
THEY ARE ALSO OBTAINABLE IN 50'S TINS
AND 10'S BOXES.



This advertisement is issued by British-American Tobacco Co. (China) Ltd.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES.	
Banks.	
H.K. & S. Banks n.	\$590
Marine Insurances.	
Cantons n.	430
North China n.	\$220
Unions b.	205
Yangtzeas b.	260
Far Easters b.	23
Fire Insurances.	
China Fires n.	138
H. K. Fires b.	\$40
Shipping.	
Douglases b.	95
Steamboats b. ex div.	24 1/2
Indos (Pref.) n.	32
Indos (Def.) b.	186
Shells b. c. r.	345 1/2
Ferries b.	35 1/2
Refineries.	
Sugars b.	184
Malabags b.	45
Mining.	
Kailans b.	60 1/2
Langkats b.	19 1/2
Shanghai Loans n.	19 1/2
Shai Explorations b.	210
Raubs b.	44 1/2
Tronchs b.	45 1/2
Ural Caspians b.	45 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves n.	39 1/2
K. Docks s.	168 1/2
Shai Docks n.	\$121
N. Engineerings n.	\$26
Lands, Hotels & Buildings.	
Centrals b.	109 1/2
H.K. Hotels n.	124
L. Laves t. b.	121 1/2
H. phreys Est. b.	840
K. loon Lands n.	46
L. Reclamations n.	175
West Points n.	94
Cotton Mills.	
Ewos sa.	\$313
Kung Yiks b.	\$29
Lau Kung Mows n.	\$207 1/2
Oriental n.	\$112
Shai Cottons b.	\$305
Yangtzepeos b.	\$15 1/2
Miscellaneous.	
Cements b. & sa.	8 1/2
China Borneos n.	13
Do. Light b. 5.80 old b. 1.80 new	
China Providents b.	8.90
Dairy Farms b.	29 1/2
Electrics H. K. b.	78
Electrics Macao b.	34
Hongkong Ropes b.	33
H. K. Tramways b.	8 1/2
Peak Trams, old b.	7 1/2
Do. new b.	80 cts.



Mitsui Bussan Kaisha.

Hongkong, Aug. 6, 1919.

VICTORIA THEATRE
TO-NIGHT
A SPECIAL LENGTHY FAREWELL BILL
OF FARE
"The Prize Packets"
TO-DAY'S MATINEE
"THE PRIZE PACKETS"
TO-MORROW'S MATINEE
"THE VICAR OF WAKEFIELD"
Booking at ANDERSON'S

THE CORONET
TO-NIGHT & TO-MORROW NIGHT
At 5.15 & 9.15 p.m.
THE REAL ROOSEVELT
RAINEY'S
"HEART OF THE JUNGLE"
Coney Island.
At 7.15 p.m.
"THE BULL'S EYE"
Episodes 3 & 4.

SHIPPING.

VESSELS ARRIVED.

Phrahang, 1022, Br. Capt. Nicol.
Bangkok, Kwang Mui.
Mooring—C 44.
Kwangsang, 1428, Br. Capt.
Woodgate, Canton J. M.
Mooring—C 34.
St. Albans, 2537, Br. Capt.
Pitcher, Melbourne, Gibb
Livingstone, Mooring—A2.
Chihli, 1863, Br. Capt. McGartey.
Hongay, Bradley, Mooring.
B 31.
Kueichow, 1222, Br. Capt. Jones.
Canton, B. & S.—Mooring.
C 42.
Kwangsang, 325, Br. Capt. Mc-
Donald, Canton, B. & S.—
Mooring—C 19.
Shuncheong, 325, Br. Capt. Cor-
dova, K. O. Wan, Wo Hing.
Mooring—Wharf.
Hwah Wu, 2769, Ch. Capt. Usui.
Calcutta, N. Y. K.—Mooring.
Wharf.
Iyo Maru, 3663, Jap. Capt.
Asakawa, London, N. Y. K.
Mooring—Wharf.
Koyei Maru, 1083, Jap. Capt.
Iguchi, Yokohama, M. B. K.
Mooring—B 32.

VESSELS CLEARED.

Songma for Haiphong
Kwangsang for Shanghai
Quinnebang for Foochow
Chihli for Canton
Providence for Saigon
Fausang for Yokohama
Taming for Manila
Agapanor for Shanghai
Haimun for Haiphong
Taksang for Haiphong

METEOROLOGICAL.

Previous.	
Day On date On date.	
at 5 p.m. at 5 a.m. at 5 p.m.	
Barometer	29.80 29.80 29.27
Temperature	87 81 88
Humidity	78 81 78
Wind direction	E. CALM E.
Wind force	3 0 2
Weather	b. c. r. c.
Sea	0 0 0 0 0 0
Visibility	5 5 5 5 5 5
Clouds	0 0 0 0 0 0
Thunder	0 0 0 0 0 0
Lightning	0 0 0 0 0 0
Rain	0 0 0 0 0 0
Snow	0 0 0 0 0 0
Fog	0 0 0 0 0 0
Ice	0 0 0 0 0 0
Drizzle	0 0 0 0 0 0
Thunder	0 0 0 0 0 0
Lightning	0 0 0 0 0 0
Rain	0 0 0 0 0 0
Snow	0 0 0 0 0 0
Fog	0 0 0 0 0 0
Ice	0 0 0 0 0 0
Drizzle	0 0 0 0 0 0

POST OFFICE.

Allied soldiers in the various
hospitals in Siberia are badly in
need of reading matter. Any
books, newspapers etc. for their
use handed in at the G. P. O. will
be packed and forwarded to them
free.

Registered and Parcel Mails
close 15 minutes earlier than the
time given below unless other-
wise stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS.

Manila and Australia Per-
ST. ALBANS, 6th Aug.
Straits—ARRATON APCAR,
8th Aug.
Shanghai—Per MONTEAGLE,
9th Aug.

OUTWARD MAILS.

TO-MORROW.
Japan via Kobe—Per RYUIN
MARU, 7th Aug., 9 a.m.
Shanghai and North China—Per
AGAPENOR, 7th Aug., 9 a.m.
Shanghai, North China & Japan
via Kobe—Per IYO MARU,
7th Aug., 10 a.m.

Swatow & Bangkok—Per KUEI-
CHOW, 7th Aug., 10 a.m.
Shanghai, North China & Japan
via Nagasaki, Canada, United
States, Central and South
America and EUROPE VIA
CANADA—Per EMPRESS
OF ASIA, 7th Aug., Reg.
9.45 a.m. Letters 10.30 a.m.

Bangkok—Per DIVA, 7th Aug.,
1 p.m.
Mauritius—Per HALDIS, 7th
Aug., 4 p.m.
Japan via Kobe—Per KUM,
SANG, 7th Aug., 4 p.m.

FRIDAY, 8TH AUGUST.
Swatow, Amoy & Foochow—Per
HAI TAN, 8th Aug., noon.
Philippine Islands—Per LOONG-
SANG, 8th Aug., 2 p.m.

Shanghai and North China—Per
TEAN, 8th Aug., 4 p.m.
Japan via Yokohama—Per
KOYEI MARU, 8th Aug., 4 p.m.

WEATHER REPORT.

August 6d. 11h. 50m.—No returns from
Vladivostok and Japan. Pressure has
increased slightly over N.W. C. sea and
decreased slightly over Formosa and the
Ladrone Islands.

There appears to be a depression of the
east of the Bashi Channel.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 0.00 inches.
Total since January 1st, 47.49 inches
against an average of 54.51 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock.	S.W. r variable winds, moderate to light.
2 Formosa Channel.	Northerly winds, freshening.
3 South coast of China, b. & c. The same between H.K. and Lamook, as No. 1.	
4 South coast of China, b. & c. The same between H.K. and Hainan, as No. 1.	
C. W. JEFFRIES, Chief Assistant. Hongkong Observatory, Aug. 6th 1919.	

SATURDAY, 9TH AUGUST.

Straits, Bangkok, Ceylon, Mauri-
tius, South Africa, India
via Dhanushkodi, Egypt and
EUROPE VIA MARSEILLE—
Per KITANO MARU, 9th
Aug., Reg. 9.45 a.m. Letters
10.30 a.m.

Sandakan, Australia and New
Zealand via Thursday, Is.—
Per ST. ALBANS, 9th Aug.,
Reg. 8.45 a.m. Letters
9.30 a.m.

Canada, United States, C. & S.
America & EUROPE via SAN
FRANCISCO—Per BINTANG,
9th Aug., Registration 3.15
p.m. Letters 4 p.m.

Shanghai and North China—Per
TEAN, 9th Aug., 5 p.m.

MONDAY, 11TH AUGUST.
Straits, Bangkok, Ceylon, Mauri-
tius, South Africa, India via
Dhanushkodi, Egypt and
EUROPE VIA SUEZ—Per
NELEUS, 11th Aug., Regis-
tration 9.45 a.m. Letters 10.30
a.m.

The Parcel Mail will be closed
on Saturday, 9th Aug. at
5 p.m.
Shanghai and North China—Per
TEAN, 11th Aug., 4 p.m.

HOTELS.

THE PEAK HOTEL.
1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

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J. WITCHELL,
Manager.

The Hongkong Hotel Co., Ltd.
Operating—
THE HONGKONG HOTEL The leading hotel in the Far East.
THE REPTILE BAY HOTEL The swimming seaside resort of South China.
(opening in the summer of 1919)
THE HOTEL MANORIS (The headquarters of the Canadian Pacific
Ocean Service, and the leading American
business concern.)
The Hotel Company, having recently extended their cold storage plant and
instituted motor-transportation, are specialising in providing catering such as
banquets, dances, parties, etc., and are prepared to supply all necessary equipment,
decorations, furnishings, and music.
Quotations may be obtained on application at the Hotel Main Office, or
representative will call on communicating with
Telephone No. 453, Catering Department.
Telephone No. 1673, Manager.
J. H. TAGGART,
Manager.

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co. General Agents
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ETHNICALLY AMERICAN HOTEL IN THE COLONY.
ICE HOUSE STREET.
Under American Management.
Nice and quiet yet only a few minutes' walk from the Race and Central
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Prices. Family Rates on application to the Proprietor.
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RETURN ENGAGEMENT FOR A SHORT SEASON OF THE MOST
POPULAR COMPANY THAT EVER PLAYED IN HONGKONG

BANVARDS
AMERICAN MUSICAL
COMEDY COMPANY
IN A REPERTOIRE OF BRAND NEW MUSICAL TREASURES
COMMENCING
SATURDAY EVENING - AUG. 9th
at 9.15 p.m.
AND PRESENTING

SATURDAY-MONDAY Aug. 9 Aug. 11	The Speedy Mile-a-Minute Musical Com "STEP LIVELY"
TUESDAY-WEDNESDAY Aug. 12 Aug. 13	A Big Double Bill The Laughing Musical Mix-up "THE TOURISTS" and a Head-Line Program of "VAUDEVILLE"
WED. Matinee at 5.15	
THURSDAY-FRIDAY Aug. 7 Aug. 8	The Breezy Refreshing Musical Treat "THE KING OF PATAGONIA"

Bookings now at MOUTRIE'S
Prices \$3 \$2 \$1
Owing to shipping delays the performance advertised
Thursday & Friday Aug. 7 & 8 have been altered to Aug. 14 & 15

HOTELS
EUROPE HOTEL SINGAPORE
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THE PREMIER HOTEL FINEST SINGAPORE
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